Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) A portable surface friction testing apparatus for determining a coefficient of friction of a test surface during a test run, the apparatus comprising a [[body]] trolley having a mass and comprising a first plurality of wheels for contacting the test surface throughout the test run, at least one additional wheel, and an underside fitted with at least one slider to induce friction between the body and the test surface as the body moves across the test surface wherein the first plurality of wheels and the at least one slider provide directional stability to the trolley, and are positioned such that a force between the at least one slider and the test surface can be determined and remains constant under any particular value of uniform deceleration; and ~~means for propelling~~ a ramp of known incline and length adapted to propel the body to an initial velocity of [[a]] the test run wherein the ramp and the trolley are arranged such that the at least one additional wheel bears a portion of the mass of the trolley on the ramp during a period in which the trolley accelerates down the ramp, but wherein the portion of the mass of the trolley borne by the at least one additional wheel is transferred to the at least one slider at commencement of the test run.

2. (Cancelled)

3. (Currently Amended) The apparatus as claimed in Claim [[2]] 1, wherein a single slider forms a third point of contact with the test surface.

4. -5. (Cancelled)

6. (Currently Amended) A portable surface friction testing apparatus for determining a coefficient of friction of a test surface, the apparatus comprising a body including an underside fitted with at least one slider to induce friction between the body and the test surface as the body moves across the test surface, and means of propelling the body to an initial velocity of a test run over which the coefficient of friction of the test surface is determined by reference to a distance required by the at least one slider to bring the body to a standstill, wherein:

the body is a trolley having a mass and comprising a first plurality of wheels in contact with the test surface for providing, together with the at least one slider, directional stability to the trolley, the first plurality of wheels and the at least one slider positioned such that a force between the at least one slider and the test surface can be determined and remains constant under any particular value of uniform deceleration;

the trolley has two of the first plurality of wheels in contact with the test surface during the test run, with a single slider forming a third point of contact with the ~~ground~~ test surface;

the means for propelling the trolley comprises a ramp of known incline and length; and

the trolley comprises at least one additional wheel and the ramp and trolley are arranged such that the at least one additional wheel ~~supports~~ bears a portion of the mass of the trolley on the ramp during a period in which the trolley accelerates down the ramp, but wherein the portion of the mass [[on]] of the trolley born by the at least one additional wheel is transferred to the at least one slider at commencement of the test run.

7. (Currently Amended) The apparatus as claimed in Claim 6 wherein the dimensions of the at least one slider, a force on the slider and the initial velocity are selected such that when the test surface is wet [[the]] a hydro-dynamic critical film thickness is developed [[is]] in the range from about 1 to 3 μm.

8. (Currently Amended) The apparatus as claimed in Claim 2 wherein the trolley comprises two wheels arranged to be in contact with the test surface during [[a]] the test run, the two wheels being on a common axis and locked together to improve direction stability.

9. (Previously Presented) The apparatus as claimed in Claim 6, wherein the body is propelled during the test run only by the initial kinetic energy of the body until the body comes to rest, a distance traveled during the test run being indicative of the coefficient of friction of the surface over which the body has traveled.

10. (Previously Presented) The apparatus as claimed in Claim 6, wherein the at least one slider is a plastic or rubber material.

11. (Currently Amended) The apparatus as claimed in Claim [[6]] 7, wherein the hydro-dynamic critical film thickness developed is in the range from about 1.5 to *2.5* μm.

12. (Currently Amended) The apparatus as claimed in Claim [[10]] 11, wherein the hydro-dynamic critical film thickness developed is in the range from about 1.9 to 2.1 μm.

13. (Previously Presented) The apparatus as claimed in Claim 6, wherein the apparatus comprises means for determining the distance traveled by the body.

14. (Previously Presented) The apparatus as claimed in Claim 13, wherein the distance traveled is used to calculate the coefficient of friction for the test surface.

15. (Previously Presented) The apparatus as claimed in Claim 14, further comprising a look-up table or graph for determining the coefficient of friction corresponding to the distance traveled by the body.

16. (Currently Amended) The apparatus as claimed in Claim [[13]] 14, wherein the body determines and displays the coefficient of friction.

17. (Currently Amended) The apparatus as claimed in Claim 6, wherein the mass of the trolley body is less than 6 kg.

18. (Currently Amended) ~~Apparatus~~ The apparatus as claimed in Claim 6, wherein the first plurality of wheels comprises two wheels [[are]] on a common axis and locked together to improve direction stability.

19. (Cancelled)

20. (Currently Amended) The apparatus as claimed in Claim 1, wherein over the test run the coefficient of friction of the test surface is determined by reference to a distance required by the at least one slider to bring the body to a standstill, wherein the dimensions of the at least one slider, a force on the at least one slider and the initial velocity of the test run are selected such that when the test surface is wet [[the]] a hydro-dynamic critical film thickness is developed in the range from about 1 to 3 μm.